New Zealand Does Not Teach Wisdom of Government Ownership in America.

**BETTER TO REGULATE** THAN OWN AND MANAGE

Government Regulation of Railways in Washington With Final Good Results.

BY THEODORE W. NOYES. May 3 1913

In New Zealand the government owns railroads and telegraphs and several may in which it now controls communications, if it wishes, in the same communications, if it wishes, in the same communications, if it wishes in the same communications by mail. New Zealand has cheap and efficient postal and telegraph servand efficient postal efficient efficient postal efficient efficie Zealand the government States from taking control of telegraph cations by mail. New Zealand has cheap and efficient postal and telegraph serv ce under government control. The two services go well together. Our telegraph service under individual control is abnormally expensive.

The experience of New Zealand does not, however, unqualifiedly commend to stringent regulation of the railroads, nor

not bowever, unqualifiedly commend to the United States ownership rather than stringent regulation of the rallroads, not does municipal government ownership in the states of the water and street rallways in New Zealand commend such ownership as a substitute for stringent regulation to Washington, for instance.

The advantages claimed for government ownership in New Zealand are dily ownership in New Zealand are dily ownership and decreasing freight rates, as against higher and decreasing freight rates, as against higher and decreasing freight rates, as against higher and decreasing passenger rates for New Zealand are discretified passenger rates for New Zealand are discretified by the strength of the strength

nominally profitable, are, in fact, run at a loss, which falls on all taxpayers for the benefit only of those living near and utilizing the railroad. We, of the United States, in our own glass house, cannot throw stones at unsound financing at the antipodes, but we may take a melancholy antipodes, but we may take a melancholy interest in observing the fact that New Zealand borrowed money from Great Britain to buy great tracts of land from large owners to be sold again to small owners, and then used the money received from the small owners not to repay this debt to Great Britain, but as ordinary current revenue to meet current expenses, and we are also interested in a similar error in the financing of the government railroad, if it is in fact run at a loss to the general taxpaying public for the benefit of those whom the government has favored with railroad facilities. Peter and Paul in partnership rob Peter to pay Paul, and whether the operation is satisfactory or not depends upon whether the transaction is from the viewpoint of Peter or of Paul.

Regulation in the United States

Regulation in the United States.

But whether or not government ownerhip is beneficial in New Zealand, it seems to be generally conceded that

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Zealand and were not likely to manifest themselves to any serious extent where the government as well as the railroads were really owned and operated by the people. Where political rings and bosses are in control, he says, these exils are very likely to occur. Following this line of thought, Parsons declares that government ownership of the railroads, while, in his opinion, good for New Zealand, would not do for the linited States. "It could not be done in America yet, for are in control. he says, these evils are very likely to occur. Following this line of thought, Parsons declares that government ownership of the railroads, while, in his opinion, good for New Zealand, would not do for the United States. The common people do not own the government. That is the first condition. So long as industrial magnates may control the government they can control the government they can control the government and are therafore able to have the railways managed in their interest. \* \* The essence of ownership is control. If railway kings, trust magnates and industrial princes, with the ald of unscrupulous politicians, control the government in whole or in part to that extent the government is owned not shy the needle but have the railways the proposed in the railways managed in the state of the city specially injured is that which arises from the conduct of the railroads entering Washington. Their illegal occupations of streets and reservations and the damage and disfigurement which they unnecessarily inflict are known to every reader of the Stars. These evils have been exposed in vain for years to the Congress of the United States. The Senate District committee States. The Senate District committee of the part of the government with the all of unscrupilous politicians, control the government is owned not shy the needle but have the section of the city specially injured is that which arises from the conduct of the railroads entering Washington. Their illegal occupations of streets and reservations and the damage and dissipations and the damage and dissipations of the city specially injured is that which arises from the conduct of the railroads entering Washington. Their illegal occupations of streets and reservations and the damage and dissipations of the city specially injured is that which arises from the conduct of the railroads entering Washington. Their illegal occupations of streets and reservations of the city specially injured is that which arises from the could not be railroads enteri

monopolists and politicians. The initia-ive and referendum, giving the people effective and continuous control, are essen tial to render public ownership of th government certain and secure.

But the initiative and full referendum

#### Street Railway Control.

In New Zealand many of the tramways are municipally owned, as in Wellington, the capital. Bad as conditions are in this respect under trolley syndicate manthe United States ownership rather than States, these conditions would hardly be improved by turning over control to the

trusts or combines must be secured in the United States, if not by government ownership then by strong government content of the strong government content in second all laws on the statute book for this purpose, strengthened by amendment if necessary. Thus either by government ownership with improvement and purification of the government or stringent governmental regulation of railways (steam and electric), the sound doctrine must be enforced that franchises to public utilities corporations are not gifts, but grants for which compensations of the strong the stringent government of the sound purification of the government or by stringent governmental regulation of railways (steam and electric), the sound doctrine must be enforced that franchises to public utilities corporations are not gifts, but grants for which compensations are not gifts, but grants for which compensations are not gifts, but grants for which compensations are not grant of the strong the structures in Europe, are in sections are not grants.

whole of New Zealand. On the question of comparative profits to the public, it is claimed that the taxes paid by American railways in one year would offset the nominal net carnings of the New Zealand control and its exclusive power of legislanominal net earnings of the New Zealand railways for twenty years. Some New Zealanders attack government administration of the railroads along the very line of evils denied in respect to it by its advocates, alleging discriminations not in rates, but in distribution of the valuable privileges of railroad facilities and a tendency to use railway employes as voting material to be pampered or punished with reference to their votes instead of their work.

The New Zealand critics of government contend that the benefits of the system are largely confined to those who live along the line of the railroad, that extensions are slow and controlled by favoritism. The roads, they complain, though nominally profitable, are, in fact, run at against the overhead trolley for urban against the overhead trolley for urban

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peads with indifference the long list of persons killed or wounded at the single piece of illegal tracks known as the Baltimore and Ohio 'V. It hears only with amusement that in the long strip of land over which the Baltimore and Potomac road is permitted by grace of Congress to rule with absolute power the people of South Washington find for most of the time an impassable obstruction to travel and traffic, and, if entrance may be secured, a dangerous mantrap. It knows cured, a dangerous mantrap. It knows perfectly well, too, that in no city of the world except in that one whose interests are in part confided to its vigilant pro-

are in part confided to its vigilant protection would the present condition of affairs be endured for a day. Yet the regulation of the railroads is a matter to be postponed indefinitely. \* \* A wise and statesmanlike plan of regulating the steam-railroads of the city will be devised and enforced which shall clear away surface tracks, check the illegal acts of these squatters upon government property, free the public reservations and relieve two sections of the city from a burden which throttles like the old man of into many weak and impoverished lines

the business center of the city that can be be reached by tunneling or with small injury to public and private interests, a comprehensive system of local rapid transit by electric or cable railways will be provided which shall give all parts of the District quick and easy access to such station or stations. It is evident that in the improved street railways of the future horses must give way to more rapid and less objectionable motors, that grooved rails must take the place of the present abominations, and that the franchises represent substantial grants by both public of valuable privileges for which consideration must be rendered to the public, either directly or indirectly, in cheaper fares and in improved service; from almost unchecked control by private interests of these important semi-public functions to stringent, wholesome regulation by the people, first through the national interests commerce commission and now through an independent local public willities commission with enlarged powers.

The latest evidence that Congress, The latest evidence that Congress, The present terminal conditions of our the mation's city is the recent enactment that the public of valuable privileges for which consideration must be rendered to the public, either directly or indirectly, in cheaper fares and in improved service; from almost unchecked control by private interests of these important semi-public functions to stringent, wholesome regulation by the people, first through the national interests of these important semi-public functions to stringent, wholesome regulation by the people, first through the national interests of these important semi-public functions to stringent, wholesome regulation by the people, first through the national interests of these important semi-public functions to stringent, wholesome regulation by the people, first through the national interests of these important semi-public unctions to stringent, wholesome regulation by the people, first through the public of these public, either directly,

structures in Europe, are inadequate in size, awkwardly arranged and ugly. Both roads sustain a series of death-trap grade crossings, at which losses of life and injuries to men periodically occur and which cause financial loss to the city through the obstruction to traffic and travel which occurs at them.

"When the local roads have built here European stations, covering large areas."

Mrs. Powne Seeks Divorce.

European stations, covering large areas of ground-lofty, imposing and ornamental structures, perhaps with fine modern hotels in the upper stories, as in Lon-don; when they have abolished their local

this time in the United States. The indications are that the evils of government ownership experienced on a small scale in New Zealand's contracted railroad system would be reproduced on a grand scale if government ownership were applied to the vast railroad system of the United States. Frank Parsons in his "Story of New Zealand" says in 1904 that the evils incidental to government ownership have not likely to manifest the materialized in New Zealand and were not likely to manifest themselves to any serious extent where the government as well as the railroads were really owned and operated by the people. Where political rings and bosses are in control, he says, these evils are

#### Railway Conditions Today.

In striking contrast with these condi tions of the past are those existing today The steam railroad urban grade crossings able Union station, architecturally a clas the public buildings, one of the largest, finest and most convenient stations in the world, has been substituted for the disthe Long bridge dam two useful and non-husband. There are no children. He was obstructive, if not beautiful, structures have been substituted, one a highway and Italy, and was the son of Baron Francis with the other a railroad bridge. The railroad Xavier von Klenner, an imperial royal tracks have been cleared from the Mall and the people's park, no longer divided, Katharina Alma Fuchs, lady in waiting mutilated and disfigured, is developing into a thing of beauty and through connection as part of Potomac Park with Rock Creek Park becomes an important section in one of the world's finest park systems. From control of Congress by the railroads we have advanced to control and the railroads we have advanced to control and the railroad the service of the Australia Aima Fuens, lady in watching to Duchess Adelgunde of Moderna, a princess royal of Bavaria.

When fifteen years old, in 1866, he was appointed an ensign in the 13th Italian Cavalry, and within a few months was promoted to the rank of second lieuteria. section in one of the world's finest park systems. From control of Congress by the railroads we have advanced to con-trol of the railroads by the people through

ty, free the public reservations and relieve two sections of the city from a burden which throttles like the old man of the sea upon the shoulders of Sindbad. "In connection with the broad plan of remedying railroad evils which will place a Union station at the nearest point to the business center of the city that can be reached by tunneling or with small in-

"The present terminal conditions of our local roads are injurious and disgraceful to the capital of the American republic. The stations, compared with similar creating a public utilities commission for structures in Europe, are inadequate in

#### Mrs. Payne Seeks Divorce.

Lue Payne has filed suit for an absolute divorce from Joseph Payne. They were married December 27, 1899, and have three serted her in April, 1908, and has not since contributed to her support. She also names a co-respondent. Attorney John T.

# don; when they have abolished their local grade crossings and run rapid, noiseless trains over a Berlin viaduct or a girder tunnel in their course through the city, and when both cross the Potomac to southern connections on handsome and substantial bridges, not dams, not only will the attractiveness, safety and ma-

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Famous Romance Recalled by Death of Rudolph Ferdinand August Maria von Klenner-Dombrowski.

NEW YORK, June 2.-An international romance of twenty-five years ago, for which title and position were sacrificed. was recalled today when announcement was made of the death Sunday of Rudolph Ferdinand August Maria von Klenner-Dombrowski, Marquis of Patteri have all been eliminated. A wonderfully and Count of Castlenova, soldler, diplomat and linguist.

When he landed in America in 1885 he took the name Rudolph Ferdinand Kien-He was married to Miss Evans, whom he had met in Europe. Mrs. von Klenner is now living in the apartments on 8th and ducal field marshal, and Maria

Italy and entered the service of the Austrian crown his son also took up arms for Austria, and before being retired he was commissioned a second lieutenant. was commissioned a second heutenant.
Injuries resulted in a furlough and a
transfer to the diplomatic service. In 1871
he was sent to Rio de Janeiro, Brazil,
and later served in St. Petersburg, Berlin, Dresden, Stuttgart, Paris, Munich and

Members of this year's graduating class National Cathedral School for Girls were guests of the alumnae last evening at a banquet at the New Willard Hotel. Misses McDonald and Webster, principals of the school, presided. Those present were: Mrs. Gardiner Bell, Miss Maxwell Church, Miss Catherine

Woodward, Miss Elizabeth Kingsbury, liss Bema Lyon, Miss Elsa Bleuthen-Miss Bema Lyon, Miss Eisa Bleuthenthal, Miss Ruth McIlvane, Miss Mary L. Andrews, Miss Vera Kreger, Miss Mary Bolton, Miss Ruth Ely, Miss Frances Webster, Miss Harriet Lyon, Miss Dorothy Andrews, Miss Elsie Ely, Mrs. Horace Laird, Miss Lara Swisher, Miss Gentrude Gordon, Miss Ruth Larner, Miss Baldwin, Miss Church, Miss Anne Scott, Mrs. Mayer, Miss Emily Fuller, Miss Clara Kingsbury, Miss Katherine Harding, Miss Dorothy Neal, Miss Adeline Hammond.

"Vets" to Get Crosses of Honor. Crosses of honor are to be conferred pon Confederate veterans when they and their families and the District branch of the United Daughters of the Confederacy

Miss Elizabeth Schoepf, Miss Helen Griffith. Miss Lorraine Hompe, Miss Margaret Howell. Miss Josephine Miller, Miss Margaret Ormsby. Miss Eleanor Lile, Miss Josephine Clark, Miss Mary Louise Robinson and Miss Mclivain.

meet at the New Willard Hotel Wednesday evening to honor the memory of Jefferson Davis. Senator John Sharp Williams of Mississippi is to deliver the principal address. Mrs. Dalsy McLauris Stevens, president general of the United Stevens, president general of the United Daughters of the Confederacy, is to be-stow the crosses, being assisted by Mrs. Gustavus Werber and Magnus S. Thomp-

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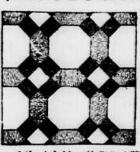
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